

## **IN THE CLAIMS**

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-11. CANCELED

12. (previously presented) The method as claimed in claim 14,  
wherein the pressure gradient limit value is in a range from 150 bar/s to 250 bar/s.

13. (previously presented) The method as claimed in claim 14,  
wherein the additional pressure source for brake force assistance is activated when the pressure gradient limit value is exceeded for a minimum time period in the a range of 10 ms to 100 ms.

14. (previously presented) A method for controlling the pressure buildup in an electronically controllable automotive brake system, where the brake system includes a tandem master brake cylinder, a vacuum brake booster, and at least one additional pressure source for brake force assistance, which is drivable by a controlling unit and the pressure of which can be applied to wheel brakes of the vehicle, the method comprising the steps of

detecting an approach of an operating point defined by a minimum predetermined ratio between the auxiliary force of the vacuum brake booster and the actuating force,

detecting a pressure gradient in the master brake cylinder, and,  
in the event of a detected approach of the operating point of the vacuum brake booster and when a pressure gradient limit value of the detected master brake cylinder pressure gradient is exceeded, lowering the operating point of the vacuum booster by a predetermined operating point-reduction pressure value when an approach of the operating point of the vacuum brake booster is detected and the pressure gradient limit value of the established master brake cylinder pressure gradient is exceeded, and thus establishing a corrected operating point, replacing the operating point, which corrected operating point causes activation of the additional pressure source for the purpose of building up additional brake pressure.

15. (previously presented) The method as claimed in claim 14,  
wherein the operating point of the vacuum brake booster for brake pressure control is considered constant when, in the course of a continuous brake pressure increase, the operating point is reached or is not approached.
16. (previously presented) The method as claimed in any one of claim 14, comprising the step of  
continuously calculating the operating point of the vacuum brake booster,  
wherein the operating point reduction value is established by taking into account a detected change of the calculated operating point of the vacuum brake booster .
17. (previously presented) The method as claimed in any one of claim 14, comprising the step of  
determining a pressure in the tandem master brake cylinder as a control command representative of a driver specification for brake pressure control, wherein the additional pressure source is activated when the pressure in the tandem master brake cylinder exceeds the corrected operating point.
18. (previously presented) The method as claimed in any one of claim 14,  
wherein the approach of the operating point of the vacuum brake booster is detected according to a stored calibrated booster characteristic curve.